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# USSR Report

TRANSPORTATION

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19 July 1984

# USSR REPORT

## TRANSPORTATION

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## CIVIL AVIATION

### BRIEFS

**NEW AIRPORT AT BEREZNIKI**--Yet another airport has appeared on the maps of the air routes in Perm Oblast. It is registered in Berezniki, a major chemical industry city. A runway has been built there to receive An-24 and An-26 aircraft, along with a modern terminal complex with all conveniences for passengers. All installations have been constructed using funds from the local budget. A technical checkout flight to the new airport was made on the eve of Mayday. A commission of specialists from the Urals Administration of Civil Aviation pronounced it ready for regular flights, which will commence on 4 May. The flights along the Berezniki-Perm route will take only 40 minutes. [By M. Sal'manovich, Urals Civil Aviation Administration senior flight inspector]  
[Text] [Moscow VOZDUSHNYY TRANSPORT in Russian 1 May 84 p 3] 9642

**NEW GEORGIA-GDR ROUTE OPENS**---(TASS)--The air route between Tbilisi and Berlin has been shortened by hundreds of kilometers. Tourists from Georgia and guests of the republic today flew directly to the capital of the GDR. The new route has become the third international air route for the republic's aviators. In 1981 Aeroflot and Balkan, the Bulgarian airline, opened a route between Tbilisi and Varna. A year ago another route was added, this time from Tbilisi to Dresden. In all they have carried about 30,000 passengers.  
[Text] [Moscow VOZDUSHNYY TRANSPORT in Russian 15 May 84 p 1] 9642

**AUTOMATED ATC AT Khabarovsk**---(TASS)--A new engineering complex has gone into operation at Khabarovsk airport. Air traffic control there is being handled with the aid of an automatic air traffic control system. Under conditions of heavy traffic the ATC system will insure flight safety and substantially reduce the load on ATC personnel. Khabarovsk airport, which is called the country's eastern "gateway," is linked by direct routes with 70 major cities in the Soviet Union and a number of foreign states. [Text] [Moscow VOZDUSHNYY TRANSPORT in Russian 15 May 84 p 4] 9642

**DIRIGIBLE USED AS CRANE**---Tashkent Oblast--Seen from a distance the spindle-shaped form of the airship might at first be taken for a UFO. But it quickly approaches us and there on the side of the fuselage we see the identification mark--"Angren-84." It is really a dirigible, quite small, only 9 meters long and about 3 meters in diameter. Tests of this original flying apparatus made from light but strong material showed that it has excellent aerodynamic qualities and is highly maneuverable. On a radio command from the ground the new model of the minidirigible carries out precise movements, climbing

and descending and making turns, and it can carry small loads. In short, the "Angren-84" can be used in various sectors of the national economy, as, for example, as a flying crane. The innovation was developed by specialists from the design bureau of the Angren Rezinotekhnika Plant led by honored inventor of the Uzbek SSR I. Iskandarov. The enthusiasts, who have also proposed their own technology for fabricating the material for the radio-controlled airship, have successfully conducted production tests. Now they are preparing for new practical tests. [By Sh. Zaynutdinov] [Text] [Moscow STROITEL'NAYA GAZETA in Russian 20 May 84 p 2] 9642

NEW ROUTES TO GDR--A Tu-154 airliner recently took off from Sochi airport bound for Dresden. After two-and-a-half hours its crew were already being warmly welcomed at the airport of one of the GDR's largest cities. A short preparation and the first 120 passengers from Dresden--workers and employees from enterprises in the city--took their places in the cabin. Flights along the new route will take place regularly twice a week, chief of passenger services in the North Caucasus Administration V. Barsukov reported. The opening of the route will make it possible to satisfy demand from tourists and holidaymakers from the GDR and those visiting the sanatoriums and rest homes in Bolshoy Sochi. On 17 May yet another international route opened, served by aviators from the North Caucasus, namely the Sochi-Leipzig route. Mass transportation along the new routes will take place throughout the summer season. [By correspondent G. Kostenko] [Excerpts] [Moscow VOZDUSHNYY TRANSPORT in Russian 22 May 84 p 3] 9642

DRIFTING STATION CREW PARACHUTED IN--Pevek (Chukchi Autonomous Okrug) (TASS)--A bold experiment has been conducted in the eastern Arctic. An expedition made up of 14 people and freight for the future "SP-27" drifting station was parachuted onto one of the ice drifts from aircraft. The aim of the expedition, deputy chief of the expedition N. Selivanov noted, is to work out ways for parachuting freight and operationally developing the "Severnnyy polyus" drifting stations on the ice. In particular, in two flights two IL-76 heavy freighters delivered 120 cans of fuel on special pallets for the "SP-26" station. And it took only a couple of hours to do it. The landing of the parachutists went just as smoothly. The expedition participants unpacked a platform dropped by parachute and erected three houses for the polar researchers, and they helped to deliver some of the freight that had already arrived for the future station. When they were doing all this, the bulldozer that had also been parachuted in, came in very useful. The aircrews led by pilots first class V. Maksimov and V. Borodin made the drop on the ice with pinpoint accuracy. The expedition members included experienced masters of parachuting sport who have participated in expeditions in the Pamirs and other regions of the country that are difficult of access. [Excerpts] [Moscow STROITEL'NAYA GAZETA in Russian 23 May 84 p 4] 9642

ROUTE TO BULGARIA OPENS--Tashkent--A noteworthy event has taken place in the life of the Uzbek Administration of Civil Aviation: on 20 May the international route Tashkent--Varna--Tashkent was opened. It was preceded by much preparatory work by the collectives of the Tashkent Aviation Enterprise and their colleagues from the Central Administration for International Air Transportation. Thus, local aviators have fulfilled an important point in their socialist pledges

adopted in honor of the 60th anniversary of the civil aviation in Uzbekistan, namely to insure a direct through route from Tashkent to the popular resorts on the Black Sea littoral of Bulgaria. The air liner took less than 5 hours to traverse the 3,638-kilometer route passing over the Karakums, the Caspian, Caucasia and the Black Sea. And by evening it had returned to Tashkent with a large group of Bulgarian tourists. The new air bridge that has been opened will operate from May to October once a week, on Sundays, using Tu-154's. Flight frequency will be increased if there is demand. [By VOZDUSHNYY TRANSPORT stringer Sh. Zaynutdinov] [Excerpts] [Moscow VOZDUSHNYY TRANSPORT in Russian 24 May 84 p 4] 9642

NEW Il-76 SERVICING FACILITIES--Magadan--The stringent regulations for servicing the Il-76 have now been mastered by the collective at the aviation servicing base in the Magadan Aviation Enterprise. Previously this aircraft had to be flown to Tyumen for this purpose, and this led to considerable waste of time and nonproductive consumption of fuel. The collective at the aviation servicing base was prepared in good time for servicing operations on the new equipment. In 18 months some 256 people were retrained for the servicing. A special training class was set up at the training and methodology point. All technological and test-bench equipment was set up in good time for checking and servicing the units and assemblies of the Il-76. The efficiency experts became very active: last year they made 112 rationalization proposals, 103 of which have been introduced in production. Some 75 percent of the proposals were connected with carrying out regulation work on the new aircraft. Servicing of the Il-76 was entrusted to S. Drobov's shift, more than half of whose members are young aviation technicians under 28 years old. [By aviation servicing base chief V. Gordeyev] [Text] [Moscow VOZDUSHNYY TRANSPORT in Russian 26 May 84 p 2] 9642

TBILISI-PRAGUE ROUTE OPENS--Tbilisi--A Tu-154 aircraft is taking off from Tbilisi airport bound for Prague. These words announced the first flight by Georgian aviators opening up a new international air route between the capitals of Czechoslovakia and the Georgian SSR. Today crews from the republic's civil aviation administration are now servicing four international routes: Tbilisi airport is now also linked by regular nonstop flights with Berlin, Dresden and Sofia. [By correspondent G. Namtalashvili] [Text] [Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 29 May 84 p 4] 9642

CSO: 1829/292

## RAIL SYSTEMS

### MINISTER RESPONDS TO PASSENGER SERVICE CONCERNS

Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 5 May 84 p 2

[Article by Minister of Railways N. Konarev: "In the Interests of the Passengers: The Minister of Railways Answers a Letter From Our Readers"]  
[Letter reprinted at beginning of article]

[Text] Dear Editors!

We are appealing to you with respect to a problem which, even though strictly professional, still has great importance for millions of people. Organization of passenger transportation at a high level is one of the main tasks of railroad transport. The main link in this system of service consists of the train brigades. We realize how much depends on us to make the road for the people easy and pleasant, so that they don't have any bad taste in their mouth and unpleasant memory of the railroad. It still often happens, however, that the trains run half-empty and tickets can't be bought, particularly for intermediate stops, at the station, and the people languish for days. Or, conversely--two tickets are sold for the same seat, and the train chief, not having spare seats, is not able to accommodate the passengers. Furthermore, how many reproaches there are for filth in the cars, poor maintenance and a lack of "staff workers" for passenger transport to provide conveniences and services! But how can it be otherwise, if there is a very high personnel turnover among the conductors (at our section, for example, 40 percent) and if often, instead of two conductors for a car, there is one, and he is dropping from weariness!

To our great chagrin we must say that right now the organization and wages of the train brigades, supervision of their work (sometimes duplicate supervision stirs things up several times a day, but it is of little use), and the incentive system to initiate filling up the trains are badly thought out. Quite a bit has been written about this by our trade publications, and quite a few words have been spoken at various conferences. In particular, a year ago, the Main Passenger Administration of the Ministry of Railways held a meeting,

in which the participants came out with many valuable suggestions. The main administration directors promised to take them into consideration and adopt the necessary measures but so far nothing has changed.

And so we decided, guided by our many years of experience, to set forth a number of proposals which, in our opinion, can fundamentally improve the organization of transport and service for the passengers en route. We enclose our proposals in this letter and request that the editorial board bring them to the notice of the directors of the Ministry of Railways. Let's "work with double effort."

A. Podval'nyy and I. Astakhov,  
war and labor veterans, honored  
railroad workers; D. Kashvin,  
B. Portem, E. Khonyukov and  
N. Korolev, train chiefs,  
Dnepropetrovsk

Dear Comrade Train Chiefs!

It was with great interest that I read your letter and proposals. I think that you pose the problems that are critical and topical for our common work quite correctly. Much of what you reported and proposed required time for study and for determining the appropriate measures. I can now tell you that all the problems that you presented were carefully studied at the ministry. Some of your proposals have already been implemented and others are in the decision stage.

You are, particularly, quite right in pointing out that it is time to put an end to wage-levelling when the railroads that make up and maintain passenger trains are supplied with the same material conditions as those with transit trains. It is of course necessary to improve the railroads' incentive to make up and service passenger trains. On the basis of your proposals, higher rates have now been established for the initial operations to prepare trains for a run.

I fully agree with you that, with respect to material incentive for the train brigades, it's a long trip. It's not an easy thing--to work for many days away from home, and to know no normal relaxation. This work should be appropriately motivated. The Ministry of Railways petitioned for this to USSR Goskomtrud [State Committee of the USSR Council of Ministers on Labor and Wage Problems] and VTsSPS [All-Union Central Trade Union Council], and we found complete understanding: a decree was passed on raising the wages for daily train brigades up to three percent of the wage rate.

I also cannot help but agree with your comments regarding the train chief's limited room to maneuver. In extending his resources, the Ministry of Railways adopted a resolution to grant him greater rights, and a large number of seats on the trains will be released for him to have in reserve--in the event of various cases of lack of coordination, for example, double ticketing. You are also right in criticism connected with duplicate supervision of the train

brigades' work. A directive was given to the railroads, stipulating delimitation of the supervisory inspectors' functions and the technical supervision group, to avoid duplicating. Appropriate attention was paid to the railroad station work as well; a work staff has been assigned, responsible for the organization of passenger seating.

Some of your suggestions, although no less useful, are more difficult to fulfill. The ministry is now working on these suggestions--yours and those of other comrades--the comprehensive introduction of which should ensure a noticeable improvement in service for railroad transport passengers. I want to assure you that in the ministry an efficient system of work with letters, critical comments and suggestions has now been established. Their examination has been placed under strict supervision, they are studied attentively and discussed, and practical conclusions are drawn from them and decisions made.

In conclusion, permit me to give heart-felt thanks both to you and to the editorial board for such an active stand, which is helping to improve service for railroad transport passengers. You are right, organizing irreproachable passenger service is one of the main tasks, for the sake of which our entire sector is in existence. You write about "a double effort," however, and I ask you not to dismiss the ministry either. Let us "work with triple effort" and the benefit from this will be greater and it will become easier to make the climb.

12151

CSO: 1829/277

## RAIL SYSTEMS

### DELAYS IN BAM ELECTRIC LOCOMOTIVE PRODUCTION

Moscow SOVETSKAYA ROSSIYA in Russian 17 Apr 84 p 1

[Article by Ye. Vorob'yev: "Reconstruction With Truncation"]

[Text] Six years ago large-scale expansion began in production of mainline electric locomotives to fully supply BAM [Baykal-Amur Mainline] and other railroads in the country. The Novocherkassk Electric Locomotive Plant occupied a leading place in this program. The USSR Ministry of Electric Equipment Industry, to which the enterprise was subordinated, worked out the planned assignment. The modernization of the plant was to be carried out in two phases. The first, in order to bring the planned capacity to a yearly output of 425 mainline electric locomotives, was to be completed by 1981. The second, oriented to 700 machines, was outlined for 1985.

The State envisaged spending tens of millions of rubles on modernizing NEVZ [Novocherkassk Electric Locomotive Building Plant]. The engineering plan for the first phase, which included six under-way complexes, was agreed upon with USSR Gosplan and Gosstroy. The USSR Ministry of Heavy, Transport and Power Machine Building was the general contractor. In brief, all the components of a complicated process such as modernization were planned out. One year and nine months remain until the end of the five-year plan. What are the assets of the construction job?

The program, alas, is regularly unfulfilled. There is no need to speak about its second phase, since so far the first has not been put into operation. It is merely a question of four of the first six underway complexes. Little more than half of the allotted funds have been utilized at the industrial complex.

A break-down in the plans for modernization led to disproportions in all of the production, as after all, expanding the plant proceeds in accordance with the so-called "truncated" underway complexes. In the last 5 years, Trust No 6 of Glavsevkavstroy has owed 12 million rubles worth of construction and installation work. Last year alone it increased its debt by more than 2 and a half million: capacities for production of 33 electric locomotives still remain to be developed, and the total is--11. Due to the poor state of readiness of the shop for preparing mold mixtures and the circulating water supply, and the shortage of industrial equipment, the remaining 22 have been "put over"



to this year. The Ministry of the Electric Equipment Industry and the Ministry of Heavy, Power and Transport Machine Building, having corrected the specifications of the underway complex, have accepted it in "truncated" form.

How did it happen that one thing was planned, but another thing occurred in practice? There was a big disturbance even at the start: the plant did not obtain a "personal" contractor for the trust-site. The construction ministry pleaded a shortage of work hands. The municipal authorities too did not insist on transferring the sixth trust to the NEVZ construction workers, as was intended. They said, hand it over to the electric machine builders, and who will work at other projects in the city? In 1979 there was a representative conference, in the records of which was entered: "The USSR Ministry of Heavy, Power and Transport Machine Building (Comrade Goldin) is to examine and solve the problem of organizing a construction trust in Novocherkassk to construct NEVZ projects." It cannot be said any more clearly--"solve." Even this time, however, the Ministry of Heavy, Power and Transport Machine Building was limited to "examination of the problem." Glavsevkavstroy behaved accordingly. I quote an excerpt from this document to Deputy Chief I. Ye. Fedorov.

"Everything is true," he agrees. "But you see, the words "trust-site" are not here."

A play on words? Even if the trust and the main administration are made responsible if the ministry does not have reserves. According to the norms, the construction workers should send to the projects of the electric locomotive plant 900 persons; but approximately 660 construction men are working there. In addition to NEVZ, the trust takes part in modernizing two other enterprises. Would it not be better to concentrate forces and funds in one place?

How do the city and oblast party organs evaluate the situation?

"The construction plan at the plant this year will be fulfilled without a doubt," says I.F. Vasil'yev, head of the construction division of the Rostov party obkom. "We will ensure converting the brigades to the contract method. We are tightening up housing construction and have drawn in the Rostov House Building Combine for this purpose. By the end of the five-year plan we will complete the first phase of modernization."

Second Secretary of the Novocherkassk CPSU Gorkom V.S. Dorokhov was more reserved, but the conclusion cannot [help but] be drawn from his words that the alarm must be sounded:

"We have many problems, and in the next two or three years it is doubtful that we will improve the situation...."

Time waits for no one, however. The BAM construction workers have taken on the commitment, a year in advance, to complete laying the main railroad track and to open up train traffic on the entire length of the line. There must be a chain reaction of acceleration wherever orders are being fulfilled for the main line. It depends on the Novocherkassk plant when and what kind of electric locomotives will arrive at BAM, and how many of them there will be.

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## RAIL SYSTEMS

### YEARS OF DELAY IN IMPROVING TANK CAR LOADING PROCESS

Moscow EKONOMICHESKAYA GAZETA in Russian No 18, Apr 84 p 9

[Article by N. Gubenkov: "An Innovation Awaits Introduction: The Difficult Lot of an Automated System for Pouring Petroleum Products"]

[Text] Specialists, in subjecting to critical analysis the techniques of storing and transporting fuel, have been engaged in improving the method, in existence for many years, of distributing oil and petroleum products from the petroleum bases.

Today petroleum products enter the hatch of a tank truck through a hose from containers with a "free flow," but their pouring is not hermetically sealed. Great care should be taken that the fuel does not overflow. If one overlooks this for just a moment--it will appear on the ground. This often happens. Moreover, quite a bit of gasoline evaporates, particularly in summer. This method requires large input of metal and concrete to construct loading ramps, and does not ensure rapid pouring.

Can we not simplify and accelerate pouring for tank trucks, so that it is economical and no more complicated than refueling motor vehicles at service stations? It appears that this is possible, if we put into operation the "low-filling method" proposed by the former chief of the Kharkov Interblast Administration of the UkSSR Glavneftesnabsbyt [Main Administration for the Marketing, Transportation and Supply of Petroleum and Petroleum Products] (now Goskomnefteprodukt [State Committee for Petroleum Products]), Leonid Leont'yevich Bachek, and chief engineer Ivan Il'yich Kanunnikov. As far back as 1967 they obtained a patent for their invention of a device for low-filling and discharging of fluids into the tanks. The automated petroleum product low-filling system includes a commonplace device for pouring fuel into tanks, used at petroleum bases, and a special receiving device, mounted on the tank trucks.

The system has passed thorough testing. At the Borodyanskaya Test-Experimental Petroleum Base (Kiev Oblast) in a year of operating of 21 tank trucks equipped with low-filling devices, all the expenditures connected with their acquisition and installation were fully recovered. In the opinion of those who participated in the tests, the devices are simple and convenient to service, are distinguished by lower metal-intensiveness, a higher reliability

and easy hook up to gasoline trucks. The gasoline, fed from below under pressure, does not spatter and does not volatilize, since the system is hermetically sealed. The possibility of fuel loss during transport is eliminated, and the work conditions are improved. The loading platforms become unnecessary, which provides a great saving of building materials.

The low-filling devices are inexpensive and simple to assemble. Suffice to say that they were manufactured through the efforts of the workers of a small machine shop at Kharkov Petroleum Base No 1.

Experimental samples successfully passed the test in various climatic zones in the country. They were also tested for railroad transport. Petroleum pouring tanks equipped with them successfully passed tests on the Southern Railroad.

In 1969 the devices were demonstrated at the USSR VDNKh [Exhibition of USSR National Economic Achievements]. L. Bachek was awarded the silver medal, and I. Kanunnikov and nine other participants in developing and carrying out the tests--bronze medals.

It appeared that now the system would get the "green light." For the first time, the attention paid to it was truly heightened. In mid-1970 the participants in the seminar at the USSR VDNKh considered it necessary to recommend it for introduction by the union republic administrations of petroleum marketing, transport and supply. But the following year USSR Gosstab passed a resolution on carrying out tests of the units. After minor structural flaws, revealed during the tests, had been eliminated, in March 1972 Gosstab passed a new resolution, by which the Administration of Supply and Intersectorial Relations for Production of Heavy Machine Building is obliged to organize, by agreement with the Ministry of Chemical and Petroleum Machine Building, manufacture in the first quarter of 1973 of 50 test units of the Khar'kov-3 and 300 attachments for tank trucks.

Almost five years pass, and then Gosstab issues yet another decree--on setting up a commission to carry out tests on the experimental units. Soon afterwards this happened. The commission stated that the unit had high technical-economic qualities and had to be put into operation. Then it introduced a proposal to determine the organization-development and...to produce a test batch (for the umpteenth time!).

Again the Administration for Supply and Intersectorial Relations proposed the manufacture of 15 units and 45 sets of equipment for gasoline trucks and the organization of testing at the petroleum bases of Irkutsk, Tselinograd, Arkhangel, Alma-Ata, Dnepropetrovsk, Kharkov and Tashkent oblasts. It was proposed that Gosstab's Scientific-Technical Council discuss, in October 1980, the conclusion on the economic effectiveness and expediency of organizing series production of low-filling devices.

Unfortunately, however, neither in 1980 nor in the following years was the conclusion followed up. First because the Administration of Supply and Intersectorial Relations did not come to an agreement with the Ministry of Chemical and Petroleum Machine Building on manufacture of the test samples. Later on, when the Kharkov workers, through their own efforts, in the workshop of

Petroleum Base No 1, made these samples and not only ensured their supply to the above enumerated oblasts, but also helped to assemble the units and equip the gasoline trucks, Gosnab apparently lost interest in this matter. Now, after all, there is USSR Goskomnefteprodukt [State Committee for Petroleum Products], which is also committed to studying the introduction of the new filling system.

So far, however, Goskomnefteprodukt is in no hurry about this. After all, though, the matter deserves their concern.

The republic's scientific-practical-application conference, held at Simferopol' in October 1983, having discussed the problems of raising the technical level of transport and storage of petroleum and petroleum products, recommended to the enterprises and organizations of UkSSR Goskomnefteprodukt that they accelerate equipment of the tank-truck filling fronts at the petroleum bases with Khar'kov-3 devices.

Wide-scale introduction of a system of automated filling can bring a substantial saving of fuel resources.

12151

CSO: 1829/277

## RAIL SYSTEMS

### MINISTRY FORMS COMMISSION TO OVERSEE HEAVIER TRAIN WORK

Moscow GUDOK in Russian 11 May 84 p 1

[Article: "A Broad Testing Ground For Heavy Trains: A Central Commission Has Been Established"]

[Text] Based on the initiative that has been displayed by the Moscow Railroad on operating heavy trains during April on a number of main lines, especially on the Moscow, October, Belorussian, Southern, Gorkiy, Southwestern, Lvov, Moldavian, Odessa, North Caucasus, Tselin, Western Siberian, Kemerovo, and the Baykal-Amur lines, the average weight of a train has been increased by more than 100 tons, that is, the annual quota for increasing the average weight of a consist has been fulfilled. The mass operation of heavy trains has contributed to the successful mastery of the assigned amount of freightage during the first quarter and during April. The greatest effectiveness from operating consists with increased weight is being achieved during the period of assigning "windows" for repair and construction operations.

In order to expand further the operation of heavy trains on the road network, a central commission for planning and operating heavy trains has been formed in the Ministry of Railways under the chairmanship of First Deputy Minister V. N. Gin'ko.

Before 1 July, the central commission will have to summarize the experience in operating heavy trains and prepare recommendations for its widespread dissemination, adjust the bookkeeping for heavy trains, and prepare proposals for relocating the locomotive pool on the railroad network.

Proposals for increasing the material interest of station duty officers; shunting, train and locomotive dispatchers; shift assistants of the chief of the operational and administrative movement department; engineers and their assistants; and the shift workers of the car and locomotive production and technical department in the preparation and operation of heavy trains, will be prepared during the second quarter depending on their weight and length.

During the fourth quarter, it will be necessary to prepare recommendations on principles for compiling a movement schedule that will provide for the passage of superheavy trains.

The central commission will examine the results of operating heavy consists no less frequently than twice a month.

The chiefs of the railroads and branches have been ordered to form operational staffs in the departments and branches of the railroads to monitor the organization and further expansion of the movement of superheavy trains.

8802

CSO: 1829/293

## RAIL SYSTEMS

### MINISTRY TAKES STEPS TO IMPROVE ECONOMIC PERFORMANCE

Moscow GUDOK in Russian 29 May 84 p. 2

[Article: "In the Ministry of Railways: On Improving Economic Work"]

[Text] The tasks, which are facing rail transport of mastering the growing amount of freight and passenger shipments, require the constant perfecting of the transportation process and the improvement of economic work in all of its links. Transportation connects all branches and rayons of the country in a single national economic complex. The achievement of high final results by rail transport is a management process and depends on the socialist enterprise, competency, management level, and the intensity of the effect on this process of all managers and engineer, technical and economic workers.

Specific ways to raise the level of economic work, support the growing amount of shipments, and increase their efficiency were outlined in Order No 20Ts dated 6 April 1984 from the Ministry of Railways.

All of the economic work in transportation should be subordinated to the achievement of the main task -- satisfying the requirements of the national economy and the population for shipments with high final results. It is necessary to perform more persistently and with greater initiative the work to unconditionally fulfill the annual and five-year plans for all indicators; and to incorporate more broadly into practices scientifically sound planning methods, technical and economic analyses, norms, and economic and mathematical methods using electronic computers. It is necessary to insure the more complete coordination of shipment plans with the plans for producing and delivering national economic products and the development and carrying out of measures for efficient shipments and for decreasing transportation expenditures in the national economy and to improve the soundness and balancing of the planned tasks based on volume, qualitative and financial indicators.

The order makes it incumbent to take the intraorganizational reserves, which are aimed at increasing the volume of shipments, improving the use of technical assets, accelerating the rate of growth in labor productivity, decreasing costs, and improving profits and the capital-output ratio, more fully into consideration in the plans; improve the monitoring of the progress in fulfilling the plan; raise its operativeness and effectiveness; improve the analysis of economic activity; and develop and maintain the creative initiative of work collectives in searching for and using internal reserves.

Beginning on 1 January 1985, new planning indicators and economic standards will be established in the five-year and annual plans for the economic and social development of rail transport enterprises in order to improve planning and the evaluation of the results of economic activity.

Beginning in 1985, new cost accounting and fund-formation indicators will be introduced for the railroads, branches and branch line enterprises in order to strengthen the effect of economic levers and incentives on the fulfillment of shipping plans, the movement schedule and the plan for making up trains and transferring cars to junction points; and to improve the use of rolling stock and the economic expenditure of labor, material and financial resources.

It is planned to shift to the financing of locomotive and car depots and cost-accounting stations based on the planned cost of the work being performed, including the financing of depot repairs for all types of freight cars; and the permanent track divisions, signalling and communications systems and the power supply sections -- based on the operational expenditure plan.

Beginning with 1 July 1984, economic sanctions have been prescribed for railroads and branches:

for the failure to assure the receipt of trains according to the schedule at the junction points -- in the amount of 200 rubles per train;

for the failure to completely regulate gondola cars -- 120 rubles for each car not supplied;

for the passage and use of locomotives on unallotted sections -- 60 rubles per locomotive-hour.

The order makes it obligatory to conduct economic experiments; thereby stipulating an increased incentive to fulfill the shipping plan for the entire prescribed product list of goods by forming material incentive and bonus funds for the workers; expanding the independence of the railroads, branches and branch line enterprises in the planning and use of resources by limiting the number of indicators in the plan; including indicators that describe the final results.

There are provisions for a shift to planning the wage fund on the basis of norms for a unit of shipment and work performed; for expanding the right to use the wage fund savings that are obtained as a result of accelerating the growth rate of labor productivity; and for increasing the role of the indicator for the estimated cost of completed work by financing branch line enterprises and by evaluating the results of their economic activity.

In the order attention is paid to expanding the rights of branch line enterprises in the planning, formation and use of economic incentive funds and in the use of bank credit and to improving control over the correct expenditure of the wage fund. The improvement of accounting and bookkeeping, including the formation of independent bookkeeping departments in branch line enterprises when necessary, is recognized as being necessary.

It has been decided to conduct the following economic experiments on expanding the rights of rail transport enterprises in planning and in production and financial activity, and to increase the material interest and strengthen the responsibility for final results:

From 1 April 1984, in the locomotive depot of the Moscow classification yard;

From 1 January 1985 -- on the Southwestern and Belorussian Railroads and the Kurgan branch of the South Ural Railroad;

From 1 July 1984, it has been decided to conduct an experiment on the Southeastern Railroad to establish in the plan for the railroad and its branches as an indicator the normal average daily operating pool of locomotives in freight flow, and on the Donetsk Railroad -- the speed of trains for the permanent way division;

From 1 April 1984, to continue the experiment in using the brigade contract in consolidated integrated brigades at the Inskaya Station on the West Siberian Railroad and at the Khodorov Station on the Lvov Railroad.

The tasks of reviewing the branch norms for labor expenditures in order to decrease them by an average of 5 percent of the total labor input for standardized operations have been established for Ministry of Railways administrations and the railroads.

The issuance in 1984 of normative assignments to no less than 40 percent of the total number of workers paid by the hour has been stipulated.

On 1 July 1984, one branch each on the Baltic, Odessa, Tselin, Kemerovo, Krasnoyarsk, Transcaucasus and Far East Railroads will begin to operate using the Shchekino method.

The order requires an improvement in the organization and an increase in the quality of economic training, considering the requirements of the June 1983 CPSU Central Committee Plenum, and requires that this training be regarded as a way to increase production efficiency. It is necessary to achieve an increase in the scientific level and practical direction of economic training and its greater influence on the final work results. It is necessary to insure the close connection of training with the specific tasks of the labor collectives in fulfilling annual and five-year plans. It is necessary to fortify and intensify the activity of the councils for economic education.

Prior to 1 September 1984, it is necessary to review in the prescribed way the programs for economic discipline in transportation educational institutions in order to improve in them questions concerning planning methods, the economic analysis of economic activity, and also the determination of the economic effectiveness of the planning, technical and organizational decisions that are being adopted.



The chiefs of railroads, branches, metro's, plants, and industrial rail transport territorial associations have been ordered to hold economic conferences annually prior to May 1st in order to discuss the results of economic activity and to develop proposals for the improvement of economic work and finding reserves to insure that the annual and five-year plans are fulfilled.

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## RAIL SYSTEMS

### MORE ON CAUCASUS MOUNTAIN RAILROAD CONSTRUCTION PLANS

Moscow GUDOK in Russian 30 May 84 p 2

[Interview with Nikolay Vasil'yevich Svanishvili, chief engineer for the Caucasus Mountain Railroad project, by S. Babayan, GUDOK correspondent, in Tbilisi; date not given]

[Text] The CPSU Central Committee Politburo has approved the tasks which have been developed by the USSR Council of Ministers for the construction of the Caucasus Mountain Railroad. Its building will provide an opportunity to significantly speed up passenger and freight shipments and insure the further intensive development of the production forces of the Transcaucasus republics.

GUDOK has already told about the history of this railroad and how the search for its optimum variant during the last century and today has taken place. Today, we are publishing a conversation between our own correspondent on the Transcaucasus Railroad, S. Babayan, and the chief engineer of the Caucasus Mountain Railroad project, N. Svanishvili.

[Question] Nikolay Vasil'yevich, it is known that a feasibility study for the construction of the Caucasus Mountain Railroad was worked up for the first time approximately 10 years ago in the Kavgioprotrans Institute under your direction. The first step on the way to realizing the idea was taken.

[Answer] Yes, you are correct. I will tell you from where we began at the time. We gathered together all the remaining design and research material of past years. With the help of a number of other organizations, we performed additional topographical, geodetic, engineer, geological, and scientific and research work. We dwelled on three versions of the right-of-way. There were arguments about which one of them was the best and, this means, the optimum one in the broadest meaning of this word. We came to a single decision: The Arkhotskiy route was the optimum one.

[Question] The crossing of the main Caucasus mountain range with a steel track is, of course, not a simple matter. In connection with this, the question is

justifiable: Would it not be better to go by another route? To take and reinforce the existing railroad outlets from the Caucasus to the central rayons of the country?

[Answer] It would not be better. A great deal has been said and a great deal has been written about this. Yes, and a scientific analysis has irrefutably proven that the plan to lay the right-of-way through the mountains possesses indisputable advantages. The strengthening of the Black Sea route assumes the construction of entire second tracks. However, you see, this is not only very expensive it is also unrealistic: The line would pass through a resort zone of all-union and international importance! And it is even clear to the uninformed that it is impossible to load it with transit freight shipments that grow from year to year. There are no fewer difficulties connected with reinforcing the Caspian route.

In September 1977, the State Committee of Experts from the USSR Gosplan and the Main State Commission of Experts from the USSR Gosstroy examined the feasibility study of the Arkhotskiy version, which was presented by us, and recognized it as being a sound one. In order to optimize a number of the road's parameters and to determine a reliable requirement for capital investment, it was necessary for us to develop alternative designs for the main structures on the unique road, and for its especially complicated sections -- detailed designs. There was a great deal of work; we managed it -- the preliminary work was fully completed in November 1982.

The right-of-way of the new railroad lies in a region with extremely difficult relief; geological and climate conditions. More than 50 kilometers is in an almost inaccessible and uninhabited mountain area. On a significant length of the designed line, there are no approach highways and no sources of power. The conditions in the northern section are especially difficult. Here, it is necessary to construct an approach highway with a length of approximately 50 kilometers right up to the portal of the mountain tunnel and to lay approximately 130 kilometers of high-voltage electrical lines. In the southern section, it is necessary to reconstruct an existing motor vehicle road up to the tunnel portal. The length of all approach and right-of-way roads is approximately 200 kilometers and of high-voltage electrical transmission lines -- more than 200 kilometers. This, of course, is far from a complete list of the problems which must be solved during construction. Judge for yourselves -- of the total length of the new line which extends approximately 180 kilometers, 65 kilometers will pass through tunnels and galleries, over large and medium-size bridges and viaducts and along high retaining walls.

[Question] Now, during the planning and preparation of the documentation that is required for construction, it is probably especially important to stipulate the sequence factor for erecting installations. What installations is it being proposed to construct first?

[Answer] I will immediately make a reservation. The construction periods of the Caucasus Mountain Railroad -- being an especially complicated and

unique one -- cannot be defined using standard norms. The time for building the right-of-way will depend to a decisive degree on the construction of the mountain tunnel which has a length of more than 23 kilometers. The building of approach highways and power supply installations must precede the construction of the tunnel. First, it is necessary to build a production base for the construction project. Thus, the mountain tunnel is the main project. It requires the longest time. We will proceed from here when determining the sequence of construction.

The development of a detailed integrated schedule for organizing construction will be completed this year. This is an extremely important item in the work. You see, it will be necessary to construct 22 tunnels with an overall length of approximately 42 kilometers, 72 large and medium-size bridges and viaducts, 26 motor and railroad overpasses, three highway bridges, 26 galleries with an overall length of approximately three kilometers, no fewer than 350 small artificial structures and more than 11,000 linear meters of retaining walls. It is possible to continue the listing, but even these figures testify sufficiently eloquently about the scale of the new task. We are conducting all of the work in designing the new road and preparing the required documentation jointly with many subcontracting organizations in the republic and the country.

[Question] Nikolay Vasil'yevich, I now ask that you talk about the social, economic and national economic importance of the Caucasus Mountain Railroad.

[Answer] Apparently, it is necessary to point out first that the main task in the construction of the mountain railroad is the building of the shortest railroad route from the Transcaucasus to the central rayons of the country. The new road will permit the roundabout shipping of goods in the Transcaucasus through Baladzhary and the Black Sea route to be avoided. You see, tens of millions of rubles are lost annually on this!

It is also extremely important that the new railroad become in the future one of the sections of the straightened-out high-speed Moscow-Michurinsk-Morozovskaya-Mineralnyye Vody-Tbilisi-Akstafa-Yerevan railroad right-of-way. This will provide an opportunity to redistribute significantly the freight and passenger flows on a number of roads.

Concerning our region, we have a right to speak about the large social and economic -- and, I would say, political -- importance of the mountain railroad. It will contribute to the accelerated mastery and development of sparsely populated mountain rayons. I will point out for your information: the line passes through the territory of Georgia for 114 kilometers of its length; the remaining part -- through Checheno-Ingush and North Ossetia.

In conclusion, I want to express my enormous thanks to the Communist Party and the Soviet government for their concern about the uninterrupted forward movement of each of our fraternal republics.

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## MARITIME AND RIVER FLEETS

### RIVER FLEET COLLEGIUM EXAMINES 1ST QUARTER PLAN WORK

Moscow VODNIY TRANSPORT in Russian 22 May 84 p 2

[Article: "In the Collegium of the RSFSR Ministry of the River Fleet and the Presidium of the Trade Union Central Committee"]

[Text/ At a joint session of the Collegium of the RSFSR Ministry of the River Fleet and the Presidium of the Trade Union Central Committee the following question was examined: "Results of the Production-Financial Activity of the Ministry of the River Fleet for 1983 and the First Quarter of 1984."

The Collegium of the Ministry of the River Fleet and the Presidium of the Trade Union Central Committee noted that last year and during the first quarter of the current year financial-economic activity obtained a number of positive results. Thus, last year the Ministry of the River Fleet fulfilled the plans for cargo turnover, hauls of passengers and cargoes, volume of loading and unloading operations, output of industrial products, and other indicators.

Nevertheless, there were also substantial shortcomings in the activity of the Ministry of the River Fleet. For three years of the current five-year plan a serious lag has been allowed with regard to cargo turnover, fulfillment of the tasks assigned with regard to the products list of the hauls has not been maintained, the plan for delivering cargoes in joint rail-water transport has been disrupted, and there has been an increase in the idle times of vessels at port docks. Out of 20 steamship companies, 15 have not maintained passenger-fleet profitability. Of the 40 most important construction projects in this sector, only 16 groups have fulfilled their plans. Other miscalculations have also been discovered in the work of the river steamship companies. Results of the first quarter of the current year also testify to various levels of work among a number of groups. Socialist pledges have not been fulfilled with regard to cargo turnover, loading-and-unloading operations, normative net profits, output of goods for cultural and everyday purposes, and other indicators.

The Collegium of the Ministry of the River Fleet and the Presidium of the Trade Union Central Committee proposed to the economic managers and public organizations of the steamship companies that they once more thoroughly and carefully analyze the results of fulfilling the plan for 1983 and the first quarter of 1984, rigorously evaluate the labor results, concentrate particular attention on analyzing the state of affairs in the lagging sections, and to do everything to see to it that the tasks and the adopted socialist pledges for 1984 are fulfilled. It was proposed that the shortcomings in financial-economic activities

be eliminated, that the effectiveness of utilizing fixed capital assets be increased, and, above all, that of the transport fleet, by means of raising the level of operational work.

The joint session also heard discussion of the question of the results of fulfilling group contract agreements for 1983 and their conclusion for 1984 at the enterprises and organizations of the Ministry of the River Fleet. In the resolution which was adopted it was proposed that the managers of the steamship companies, BUP's [Basin Route Administrations], ports, plants, organizations of the Ministry of the River Fleet, and the trade union basin committees exercise rigorous controls over the progress in carrying out the group contract agreements in 1984. They must eliminate the above-noted shortcomings, which were revealed in the course of checking up on the execution of the group contract agreements. The directors of the main administrations of the Ministry of the River Fleet, the department chiefs of the trade union Central Committee must take a most active part in preparing and holding conferences and meetings with regard to discussing such group agreements.

The Collegium of the Ministry of the River Fleet also examined the question of improving the work style of the central apparatus of the Ministry of the River Fleet. Minister of the River Fleet L. V. Bagrov delivered a long speech on this question.

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## MARITIME AND RIVER FLEETS

### LENA SHIPPING ACCIDENTS BLAMED ON LACK OF NAVIGATIONAL AIDS

Moscow VODNIY TRANSPORT in Russian 22 May 84 p 2

[Article by G. Lyudogovskiy, chief of the Navigation and Piloting Safety Maintenance Service of the Lena United Steamship Company: "The Lena Sandbars"]

[Text] Navigators are concerned about the high accident rate of the fleet of the Lena United Steamship Company. And they have good grounds for this. Beginning with 1975, the number of accidents has not dropped below 40 per shipping season. And during the last two years they have exceeded 60 instances.

A great deal is being done in the basin to reduce the accident rate and to ensure navigational safety. The groups at enterprises and ports have increased their attention to strengthening labor discipline; standards and responsibilities among the crews have been raised. Councils of captains have been operating effectively; conferences and roll-calls have been conducted. Inspections, surprise check-ups, and contests have been organized, and the foremost river workers have been provided with incentives. Problems of navigational safety are being studied today not only by the administration but also by party and trade union organizations. But we have not yet achieved reliable results or positive changes.

The opinion has been expressed that the principal reason for the occurrence of accidents lies in the inexperience, youth, and lack of know-how in piloting on the river on the part of the fleet captains. But here now in the last few years among the transgressors we have seen the names of experienced navigators, first-class specialists who have given good account of themselves in the past. And so what really is the matter here?

The Navigation and Piloting Safety Maintenance Service of the Lena United Steamship Company has distributed among the shipping personnel questionnaires with questions aimed at discovering these causes. The navigators have expressed themselves categorically and clearly. They cite as the principal reason for accidents the poor quality of navigating conditions. This opinion is also reinforced by the figures. The trouble is that the navigating conditions on the Middle and Lower Lena cannot stand up to any sort of criticism. During this past navigation season alone 4,224 defects were registered therein. Included here were 1400 instances of a lack of signs at the regular positions.

To this very day the buoys on the Lena do not have passive-type radar echo sounders, and the markers are lacking in numbering to indicate the conditions. When there are significant variations in the water level, the monitoring signs on the buoys--the markers--are of great importance. But it is precisely these which are lacking. They are simply not displayed, despite the demands on the part of the navigators. Moreover, the number of groundings on sandbars exceed by far the other types of transport accidents. If in 1976 they amounted to 56 percent, now they are equal to 76.6 percent. This is really an enormous figure!

And so it would be incorrect to link the accident rate solely solely with the low professional level of the Lena navigators. Thanks to their skill, new transport lines are being opened up in this basin year after--to the Vitim, Aldan, Vilyuy, and dozens of other small rivers. Diesel ships of the Sibirskiy and Lenaneft types are sailing from Osetrovo to Kolyma and Indigirka. Runs by large-tonnage vessels to Kular and Kuyga along the Yana River have become common. Let me repeat, all this has become possible thanks to the skill of the navigators. They have had to operate within the same width and the same ship's turning radius as they did 10 years ago.

At present the fleet of the Lena United Steamship Company utilizes as much as 20,000 kilometers of navigable waterways. The complexity of sailing has increased, but experienced navigators have not been added to the staff. There is an acutely felt personnel shortage. Every year approximately 600 fleet captains arrive in the basin, and just as many leave.

The times urgently demand the application of piloting methods of navigation. But here a problem has arisen which we are unable to solve by our own efforts. The intensity of fleet traffic on the Lena--from Vitim to Zhigansk, and on the Yana--from Kular to the mouth of the river--exceeds 30 vessels a day. This is higher than the norm under which the status of the navigating conditions (the quality and quantity of markers) should be relegated to the first group. More than 80 percent of the groundings on sandbars occur on these sections. Year after year the fleet of this steamship company suffers significant losses of through-put capacity. On more than one occasion we have brought up before the appropriate administrations of the Ministry of the River Fleet the question of switching the above-named sections to the first group, but we have not received a positive reply. Today the situation has become so complicated that, in our opinion, it is impossible to postpone the solution of this acute problem.

I cannot say that the Lena river people are working poorly. No, they are laboring under extremely complex conditions and with an extreme need to recruit more personnel for their fleet, as well as to obtain up-to-date equipment. This would aid them to remove many of the Lena sandbars from the path of the diesel ships.

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## MARITIME AND RIVER FLEETS

### BRIEFS

MAIDEN VOYAGE--The new container transporter, built in the GDR [German Democratic Republic] in accordance with the USSR order, left for its first voyage. It is named after the prominent party and state activist of our country, Tikhon Yakovlevich Kiselev; the motor vessel will operate in the BMP [Baltic Sea Steamship] contingent on the Baltorient route: Europe-Southeast Asia. The vessel can simultaneously transport 16 thousand tons of cargo and achieve the speed of 21 knots. The experienced sailor, V. Taratynov, long-distance voyages commander and candidate of technical sciences, was appointed to command the new container transporter. [Text] [Moscow VODNYI TRANSPORT in Russian 26 Apr 84 p 1] 12404

COMPUTER ON WATCH--The tanker "Taganrog" arrived at its home port of Nakhodka. This vessel, which belongs to the new series with an unmanned watch service in the engine section, has been added to the Primorsk maritime steamship fleet. Automation guarantees the work of all the tanker engines and people do not need to constantly be near the working machines. Now "Taganrog" is being prepared for its first voyage. It will sail to the eastern sectors of the Arctic 2 months ahead of the usual summer navigation schedule. This year the Far East tanker fleet will receive two more similar vessels. [Text] [Moscow VODNYI TRANSPORT in Russian 28 Apr 84 p 1] 12404

SMALL RIVER TRANSPORTATION--The motor boat production which was begun at the Pechora repair-operational base, will allow them to extend the sailing-navigation period along small northern rivers and improve supplying for outlying areas. The new vessels have low draught and increased engine power. When water level in rivers falls, they will assist in delivering technology and materials for the village workers and the petroleum-gas explorers in the Northern Nonchernozem areas with limited accessibility. [Text] [Moscow SEL'SKAYA ZHIZN' in Russian 27 Apr 84 p 2] 12404

ASSISTANCE FOR SAILORS--The new navigation signs will help to improve the navigation safety in the Black and Azov seas. They are installed on the well-travelled commercial and passenger routes, in accordance with the decision of the International Association of Light-House Services (MAMS). The old signs had a variety of formats which complicated navigation. This is why they adopted the decision to make the sea signalization system uniform. The new sea "road signs" were installed within short time periods, despite storms. The servicing of light-houses, buoys and other signs will be entrusted to the maritime inspectors. [Text] [Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 29 Apr 84 p 2] 12404

FRUITFUL COLLABORATION--In Helsinki, the All Union Society Sudoimport and the share-holders' society Vyartsilya signed a contract for delivery to the USSR of two self-propelled dredgers intended for soil-suction in the mouths of the Siberian rivers. Two similar dredgers were purchased earlier by our country, and they worked well during laying and deepening of navigation channels in the mouths of northern rivers. Signing of the contract is one more act in the fruitful collaboration of Finland and the USSR. [Text] [Moscow VODNYI TRANSPORT in Russian 9 May 84 p 4] 12404

NEW AUTOMATION SYSTEM--The ship-builders of the plant imeni Zhdanov are sequentially realizing the plan of production intensification. In the body-work shop of the enterprise they have begun the experimental industrial operation of a flexible automation system. On the building slip, there is a new container transport with the horizontal method of cargo processing which will be added to the series of modernized vessels bearing the state mark of quality. The ship-builders plan to build it ahead of schedule. During the 4 months, the labor productivity increased 1 percent above the plan, and the production cost decreased by an additional 0.86 percent. Since the beginning of the 5-year period, 240 people were freed for work in other developing areas. The lathe-workers brigade, led by G. Steshovikov, is in the vanguard of the labor competition. According to their work calendar, now it is the second half of the first year of the next 5-year period. [Text] [Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 11 May 84 p 1] 12404

NEW TANKER--In the cost-accounting operational group of Latvian Maritime Steamship Line, the newest motor ship is the tanker "Kashira" which has just arrived from the Finnish shipbuilding yard Rauma-Repola. This vessel is intended for transporting all types of liquid petroleum products, as well as chemical cargo. It is adjusted for sailing under ice conditions and will be utilized by the KhEGS [Ship Cost-Accounting Operational Group] leaders for the purposes of petroleum products delivery to distant northern areas. [Text] [Moscow VODNYI TRANSPORT in Russian 17 May 84 p 1] 12404

VESSEL TESTS--The new lead vessel of the "ro-ro" type "Composer Kara-Karayev" which was built in Rostok at the "Neptune-verft" enterprise, is undergoing operational testing. The Caspian crew and their captain, Z. Aliyev, successfully mastered the new technology. The GDR shipbuilders launched the second vessel of this series (RO-8) that is also intended for the Caspian Steamship Line. [Text] [Moscow VODNYI TRANSPORT in Russian 19 May 84 p 1] 12404

PLATFORM VESSEL--The motor vessels "Slavutich" belong to the river-sea type. They permit them to connect the Dnepr River and the Black Sea ports with those of the Danube countries. These vessel-platforms are intended for transporting dry bulk cargo. The "Slavutich" vessel family has maximum low draught and superstructure. The dimensions of the new motor ship are impressive: its length is 110m and width is 16m, and its cargo capacity is 3,650 ton. It has the most modern instruments which provide reliability and a high automatization level in the vessel navigation and operation. The motor ship can also work under winter conditions. For the first time, they built an enclosed walk-way for walking from the stern to the prow. The cabins and the service premises are equipped with air-conditioners, and vibration and noise insulation. They also have a sauna on board. [Text] [Moscow VODNYI TRANSPORT in Russian 22 May 84 p 3] 12404

MULTI-SCOOP DREDGER--The multi-scoop dredger "Volzhskiy-211" which was built by the ship-builders of fraternal Czechoslovakia, was turned over to the Astrakhanskiy Rayon hydroconstruction. The powerful bottom-deepening vessel with the capacity of 250 cubic meters of soil per hour is specifically intended for working in the Volga mouth. "Volzhskiy-211" will permit the road builders to improve their work on the accessibility to the vegetable piers of the "all-Russia" garden under the conditions of the very heavy local soil--thick silt and clay. [Text] [Moscow VODNYY TRANSPORT in Russian 26 May 84 p 1] 12404

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## INTERSECTOR NETWORK DEVELOPMENT

### OFFICIAL ON OSETROVO PORT PROBLEMS, REGIONAL COORDINATION

Moscow VODNIY TRANSPORT in Russian 8 May 84 pp 1-2

[Article by Yu. Kaydyshev, deputy chairman of the Yakutsk ASSR Council of Ministers: "Partnership Honesty"]

[Text] The Yakutsk ASSR, the northern regions of Irkutsk Oblast and the most remote points in Khabarovsk and Krasnoyarsk krais and Magadan Oblast are included in the transportation zone serviced by the Lena United Steamship Company. Approximately a million people live on this territory (its area exceeds three million square kilometers). The region's external transportation ties with the country's other regions are chiefly maintained along the Lena River. The obligation of river transport to ensure the delivery of freight continues to be high.

More and more attention is being devoted each year to developing the production forces of the Yakutsk ASSR. Today, all of the branches in its national economy are being developed at high stable rates. Here, a number of important industrial projects are being built and the mining of gold, tin and diamonds is growing. Lena river transportation workers have always been very active participants in transforming the rayons of the Far North. In its basin, the structure of the transport fleet is constantly changing through its replenishment with self-propelled dry-cargo ships and tankers, with increased load-carrying capacity. With the arrival of mixed river-sea navigation vessels of the Sibirskiy type on the Lena, a new and more effective freight delivery system, which does not require transshipping, has been mastered by the river transport workers on the Yana, Indigirka and Kolyma rivers in the two Arctic seas -- the Laptev and East Siberian. The Osetrovo shipyard has mastered the construction of barges with a load-carrying capacity of 2,500 tons. They have well proven themselves during their operation by motor vessels-pushboats on the section from Osetrovo to Nyurba, Eldikan and Tiksi.

Today, the length of waterways, which are being operated by the Lena United Steamship Company, is more than 20,000 kilometers. Shipping is done at 392 points for 720 recipients. They receive goods from 86 ministries and departments -- 960 dispatching enterprises. It is very complicated to unify the efforts of this number of partners. Nevertheless, the river transport workers have managed to increase shipping by 14.7 percent and freight turnover by

11.1 percent during the first three years of the five-year plan. The volume of loading and unloading operations grew by 16.9 percent. Approximately a million tons of freight above the plan were delivered to the national economy during the past three navigation periods. The quota for 1983 is also being successfully fulfilled.

Along with this, there are also serious deficiencies in the activity of the steamship company. The plans for freight turnover, labor productivity in shipments, their costs, and profits are not being fulfilled. The total above-plan demurrage of the fleet has reached 3,300,000 ton-days. The partners of the river transport workers are guilty of a great deal here. It is known, for example, that a number of important avenues for improving the work of the fleet, ports and industrial enterprises were provided for by the CPSU Central Committee and USSR Council of Ministers decree "On Measures To Develop River Transport During 1981-1985". It also proposed that certain union ministries and departments actively participate in the realization of this important document. Its points, however, are not being implemented by them; and the majority of the ministries have undertaken little for this.

Thus, for example, the Deputatskiy Mining and Enrichment Combine, where it is necessary to deliver a large amount of freight, is being built in Ust-Yanskiy Rayon but there is no place for the fleet to operate. The USSR Gossnab and the USSR Ministry of Nonferrous Metallurgy have done nothing to build berths. The USSR Ministry of the Construction Materials Industry, the USSR Ministry of the Coal Industry, the RSFSR State Committee for the Supply of Petroleum Products, and others are paying little attention to the construction and expansion of berths. The demurrage of the refrigerator fleet is especially great. In Yakutsk alone, each refrigerating ship stands idle for 10-15 days. Here, there is no port cold-storage warehouse. As a result, the unloading takes place only during the night over the course of four-five hours. The RSFSR Ministry of Trade long ago promised to carry out the planning and construction of a cold-storage warehouse, but nothing has been done as yet for it. These problems have already been raised on the pages of VODNYY TRANSPORT, but the readers have not as yet received a complete reply.

We often talk about partnership honesty and planning discipline; we strive to have plans be realistic and well thought out. The decisions of the February and April 1984 CPSU Central Committee Plenums have imposed these requirements on us, but the fact is that some economic managers allow themselves indulgences and retreat from this. The winter delivery of freight and its accumulation in the port of Osetrovo have decisive importance for the success of the navigation period and for supplying Yakutsk ASSR and the other rayons with the necessary goods. Annually, the USSR Gossnab determines the accumulation plan and, annually, it is completed with enormous difficulty. This has an effect on the normal conducting of navigation.

Last year, this plan was 670,000 tons and it was basically fulfilled -- but with what enormous difficulties and losses! The warehouse areas and open areas of the port were able to accept for storage no more than 420,000 tons. In order to fulfill the USSR Gossnab quota and not delay the processing of

the freight cars (they arrive in Osetrovo daily by the hundreds), the port workers were compelled to cram the thoroughfares and fire lanes with goods and to pile containers in five tiers. All this leads to damages and the clogging of goods for the routes. The work rhythm of the entire transportation center is broken, and the demurrage of the fleet and freight cars grows.

The steamship company has made its own suggestions concerning the basic principles for the winter accumulation of goods. The subject concerns the following. The most labor-intensive goods should be amassed during the winter and spring months and metals, animal feed, flour, and cargo in special containers should arrive in the port in proportion to the dispatching of ships. This will permit extraneous ton-operations to be avoided and the opportunities to work using the direct freight car-vessel variant to be increased. The USSR Gossnab, however, has not listened to the proposals. The accumulation plan is again 650,000 tons for 1984. The old picture is again being repeated; the disposition of goods and their damages are chaotic.

It is necessary to perfect the freight delivery practices on a scientific basis. The work is still taking place according to instinctive methods based on worthless practices that have taken shape over the years. There is one desire -- to accumulate as much freight as possible in Osetrovo. It will soon be impossible to travel about its territory. There is nothing to organize labor correctly and to achieve high work efficiency. The losses are great. We have analyzed how the dispatching takes place using the direct variant. It turned out that it does not exceed 20 percent on the average during recent years. The remaining freight proceeds according to the freight car-warehouse-vessel variant. The labor input is enormous if one considers that up to two million tons are processed.

Strange as it may seem, the USSR Gossnab has not considered the mistakes of past years in planning the transshipment of freight during this year and is again piling figures, which contradict each other, in the quotas for accumulating goods in the port of Osetrovo and in the quarterly plans for their transshipment. The presence of goods which were in the storage areas and in the warehouses at the beginning of the year has not been taken into account. I think that it is completely possible to make realistic and competent estimates. Otherwise, we will again arrive at an enormous traffic jam of freight cars in May, railroad conventions, arguments and discord between the partners. The country's national economy suffers as a result.

Quite a few serious obstacles in the zone of contacts, which exist in the Osetrovo transportation center, have been mentioned. Finally, at the end of the last navigation period, the joint work of the river transport workers and the railroad workers noticeably improved after a review of these questions during a session of the USSR People's Control Committee. The August, September and October quotas were overfulfilled. The time for processing vessels and freight cars was significantly reduced. At first glance, everything was within the norm and the partners walked hand in hand along the correct path. Unfortunately, it is too early to say that everything is well and that everything superficial has been cast aside. There are still more questions than answers in this matter.

In 1979 when the railroad workers and river transport workers of the Osetrovo center incorporated the experiences of the Leningrad transport workers, their collaboration brought quite a bit of benefit. They managed to decrease the demurrage of the rolling stock by almost a million ton-days, and the time to process freight cars was shortened by one and a half hours. Subsequently, however, they did not manage to completely incorporate the continuous planning of the center's work. The positions, which had been captured, were lost -- basically because of a narrow bureaucratic approach to the task.

Where is the complexity? The activity of the transportation center is based on a transshipping plan which has been approved by the USSR Ministry of Railways and the RSFSR Ministry of the River Fleet. It stipulates the product list of goods and also their arrival in open and closed rolling stock. Naturally, the freight cars should arrive in accordance with the plan that has been developed. However, before the ink has had time to dry a great deal of what was outlined by the plan is crossed out. The railroad workers say -- a freight car is a freight car, it is all the same whether it is open or closed. The port workers rightfully object that labor input grows sharply and a mass of manpower is required. They require an accurate distribution -- it is necessary to adhere to the contract and the planning figures for the supply of open and closed freight cars.

In January, for example, no closed cars arrived in general; the situation was hardly better in February. The port workers threw all of their efforts into processing open freight cars; nevertheless, demurrages began. The East Siberian Railroad began to send telegrams everywhere: The river transport workers are hampering the unloading. Commissions travelled to Osetrovo and inspected and studied the situation. It turns out that the railroad is not adhering to the transshipping plan which has been developed, is deviating from the contract, and is making the work of the port collective more difficult. What kind of cooperation can one talk about in such a situation? It is necessary to respect planning discipline, to shape cargo flows correctly, and to take the capabilities of the partner into consideration.

During recent years, the delivery of freight to the Kolyma, Indigirka and a number of small rivers in the basin has taken place with great difficulty. There is a shortage of specialized vessels, and very important questions are sometimes resolved extremely slowly by the subunits of the Ministry of the River Fleet. Let us take the request of the steamship company concerning the reclassification of project 1743 motor vessels to the M-SP class. The Leningrad Water Transport Institute and the RSFSR River Register have been working on this matter since 1981, and it has not budged at all. Arguments are taking place between them and the correspondence has reached several volumes; however, the matter has not progressed beyond mutual reproaches. You see, reclassification would permit the shipping of goods to be increased sharply, and the expenditures for the modernization of the vessels would be repaid during one navigation period. Meanwhile, the arguments continue, and the opportunities to deliver freight by sea to the Arctic rivers are limited although their volume is growing each year. Almost the same situation has taken shape with the designing of class M vessels with a draught of 1.6 meters in their dry-cargo



and liquid variants. The correspondence has been going on for three years. It is clear to everyone that such a vessel is needed very much under the conditions of the Far North; however, the matter has not progressed a single step.

The Yakutsk ASSR CPSU Obkom and Council of Ministers are preoccupied with obstacles to the steady delivery of goods for the national economy and the population of the northern republic. A series of measures, which are required to solve a number of problems, has been prepared by us and sent to directing bodies. The dispatch of packaged piece-goods to the Far North only in bags and containers is stipulated by it. The question has been posed about the USSR Ministry of Railways removing the limitations on the periods for appointing containers to the cargo shippers of the port of Osetrovo during the time between the navigation periods. Still independent of this rule, the port is compelled to accept empty containers from the railroad and to package up to 500,000 tons of freight using their own forces during the winter. An official solution to the problem would permit the suppliers to dispatch products in containers and not in open freight cars during January and February.

In our opinion, the additional delivery of different types of vessels to the Lena United Steamship Company and the designing and construction by the USSR Ministry of the Shipbuilding Industry of a plant on the Lena for the building of vessels with a high load-carrying capacity are required. It is necessary to insure the commissioning this year of the complex with mechanized berths, which is under construction in the port of Osetrovo, and to complete the construction of the fourth phase of the port next year. It is extremely important to expand the capacities of the oil tank farm in order to insure the guaranteed delivery of petroleum products to the Yana, Kolyma, Indigirka, Anabar, and Tiksi. For several years in a row, the republic has posed to the Ministry of the River Fleet the question of establishing an expeditionary detachment for underwater technical work in Yakutsk. This is required in order to accelerate the construction of departmental berths. Its solution is still being delayed.

The river transport workers and seamen in the port of Zelenyy Mys at the mouth of the Kolyma are suffering considerable losses in carrying capacity. It belongs to the USSR Gossnab and, naturally, departmental requirements are satisfied first. This is the only departmental port in the Arctic. In our view, it is advisable to transfer it to the USSR Ministry of the Maritime Fleet having subordinated it to the Northeast administration of the maritime fleet in Tiksi. This solution completely satisfies the needs of the national economy.

Large and critical tasks face the river transport workers of the Lena basin during the fourth year of the five-year plan. The volume of shipping and freight turnover have grown here. We are confident that this is within the capability of the steamship company's collective. It will insure the delivery of freight to the Far North. However, the river transport workers must be helped by their partners in the transportation process.

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## INTERSECTOR NETWORK DEVELOPMENT

### LESSONS OF 1983 ARCTIC SHIPPING PROBLEMS

Moscow VODNYY TRANSPORT in Russian 15 May 84 p 2

[Article by Yu. Lukin, chief of the Northeastern Administration of the Maritime Fleet, Tiksi: "The Arctic Complex Is in Operation"]

[Text] Last year's navigational period in the Eastern Arctic will be long remembered by the seamen. This is not just because it ended at the latest date in the entire period of the region's development. It is most of all because the convoys of ships in the East Siberian and Chukotsk seas were conducted under ice conditions which have no analogies in the practical experience of domestic arctic seafaring. The selfless, purposeful and highly skilled work of the crews of the icebreakers and transport vessels and the port workers of Pevek and Egvekinot made it possible in general to cope with shipping loads to Arctic points in the Yakutsk ASSR and Magadan Oblast.

Serious conclusions were drawn from the lessons of the difficult 1983 navigational period. One of the most important is a change in the practice of transporting cargoes to the Eastern Arctic regions. Coming to replace the obsolescent fleet are ships of the 'Noril'sk' type, capable of working independently in the meter-thick ice. Also determined were the two main receiving points for this fleet--Tiksi and Pevek. Shallow draught ships will receive large-tonnage loads there and deliver them to the planned Arctic points. New difficulties are appearing--the freight transfer of general loads in cases, packets and sacks is sharply increasing. This year their volume will almost double.

It is possible to cope with this task, but only given the necessary conditions. First of all, the freight must be presented for transfer in the mandatory periods and with maximum containerization and packeting. The planned anchorage of part of the SVUMF [Northeastern Maritime Fleet Administration] fleet in Pevek and Zelenyy Mys must be organized. This permits a saving of 15-20 days of the navigational period. Work begun earlier will make possible the transport of additional freight amounting to about 25,000 tons.

Organizing new anchorages brings forth additional difficulties. I have in mind freezing, ship repair in the ports of Pevek and Zelenyy Mys and supply of materials and food for the crews. We are solving these problems today in conjunction with local party and soviet organs. A number of problems still remain,

however. First, there is a lack of regular air service between Tiksi-Cherskiy and Pevek. Aviators should come to our aid and organize a new line of service.

The freight transfer volumes are increasing sharply this year. The shipments of coal and lumber, however, remain at the present, quite high, level. The potentials of SVUMF are still limited, and there is no addition to the fleet. According to our calculations, the shipment of coal from Zelenyy Mys to Pevek can be organized by the efforts of the fleet, assigned to freight transfer. It will operate in the opposite direction according to schedule. It is more complicated with transshipments of coal to the Yana Bar. We can perform them only with clear-cut organization of its loading at Kolyma and unloading at Yana. The seamen here depend on the river transport workers of the Zyryanka port, who deliver the coal with their own vessels to Zyryanka-Zelenyy Mys.

We also depend on the river transport workers of Kolyma, who have limited potentials for preliminary concentration of coal at their sites. This will inevitably entail unloading coal from river vessels directly onto sea-going vessels. The slightest break in coal delivery by the Zyryanka section and its transportation by the river transport workers will put marine tonnage on a long idle time. In our opinion, it is expedient to open a second center for coal transshipment, which was at one time the river port of Kray Lesov (Mikhalkino). A transport center must be set up at the Zelenyy Mys port, where the efforts of seamen, river transport workers, coal workers and motor vehicle operators can be united. For more stable transport of freight to the Far North, the CPSU obkom and YaASSR Council of Ministers posed the problem of turning over the Zelenyy Mys port to the Ministry of the Maritime Fleet under the jurisdiction of SVUMF. Today it is included in the USSR Gosstnab system. This is a valid proposal and its implementation will permit the establishment of a unified transport system of marine and river transshipment in the complicated section of the Laptev Sea and mouths of the Arctic rivers.

Freight shipments to Yana also entail their own group of problems. Its bar section makes it impossible for seagoing ships to stop at the Lower Yana port without preliminary shallow-draft lighters for transferring the cargoes. It is not a matter of indifference to us what tonnage the river transport workers put on board the marine vessels. Most often these are ships which, because of their structural features and load capacity, hold back the work and make it impossible to use highly productive grippers to transfer coal. The Lena United Steamship Company should take this into consideration and assign a fleet here with a load capacity of 2,000 tons. After transfer to a shallow-draft lighter it could be sent straight to the centers of Yana--Ular, Batagay, etc., by-passing the Lower Yana port.

In changing the system for delivering cargoes, Tiksi is becoming the second port after Pevek for receiving 'Noril'sk' type vessels. At present, however, it cannot take such a large fleet for handling, even at the newly built transshipment complex. Its berths are not deep enough. The only course remaining is to handle it out in the roads, 10 kilometers from port, which involves tremendous difficulties. We think that it is time for an urgent solution to

the problem of constructing an approach canal and dredging the berths at the Tiksi port.

The results of the 1983 navigational period showed that it is extremely necessary to assign to SVUMF a shallow-draft icebreaker of the 'Kapitan Izmaylov' type. It will be used in the concluding period of the navigational season at the bar sections of the Arctic rivers at Kolyma and Khatanga. A positive solution to this problem on a one-time basis, three years ago, made it possible for the Khatanga port workers to prolong the navigational period until 8 October. The time has come to replace the icebreaker 'Semen Chelyuskin' with the more modern and powerful 'Mud'yug' type.

The volumes of freight transshipments made by the SVUMF fleet will be sharply increasing in the future. In Yakutiya, construction of the Deputatskiy Mining-Concentrating Combine in the Yana basin and a diamond extracting enterprise at Anabara is being carried out, and the Zyryanka coal section at Kolyma is being expanded. The coal transport volumes alone will almost triple. The number of freight transfers from Pevek to Zelenyy Mys is increasing, as well as the transport of bulk oil. On the whole, transports will increase by 50 percent. Naturally, the problem of supplementing the fleet arises. We think that this should consist of dry cargo ships of the 'Vitaliy D'yakonov' type.

We have carefully studied the question of the expediency of year-round use of our fleet in the Far East or other basins. Of course, this is with simultaneous fulfillment of dock work at the specialized enterprises of the MMF. In our opinion, it is time to legitimize these transfers of ships to other basins for the internavigational period. Every year we can allot four dry cargo ships and one icebreaker for these purposes. For this, however, as practical experience suggests, two substitute floating fleets should be established at SVUMF. I think that the MMF will help us to do this.

Our program for the 1984 navigational period is very demanding. In order to ensure unconditional fulfillment of the plan, in addition to high-quality and prompt preparation of the fleet, we are solving a group of operational problems. In particular, work is already being carried out to conclude a central agreement between the ~~Lena~~ United Steamship Company and SVUMF to transfer the freight at the Yana and Indigirka bars. In order to institute a highly developed freight flow of cargo transfers from Pevek to Zelenyy Mys, we are organizing the fleet's work along this line according to schedule. A considerable increase in the transport volumes through the ports of Provideniya, Pevek and Zelenyy Mys is outlined. Our duty is to ensure the reliability of these lines. At the same time, a set of measures is being introduced to ensure trouble-free work for the fleet and improve comprehensive service of the fleet at the base port of Tiksi. The Arctic complex is in operation.

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## INTERSECTOR NETWORK DEVELOPMENT

### KRASNOYARSK RR, YENISEY SHIPPERS AT ODDS OVER CONTAINERS

Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 6 Apr 84 p 2

[Article by G. Zozulya, non-staff inspector of the Municipal Committee for People's Control, honored railroad worker, Krasnoyarsk: "Unreturned"]

[Text] There is no need to explain in detail the meaning of transporting goods in containers. It is--convenience, speed, reduced expenditure and shortening the idle times for both railway cars and ships. This, however, is, so-to-speak, in theory. Practical experience offers other meanings for advanced methods of transporting freight. The Krasnoyarsk Municipal Committee for People's Control recently discussed these distorted concepts.

The railroad workers complained: they cannot lay in enough standard containers--they turn over loads in them to the river transport workers, and the box gets stuck somewhere. After last year's navigation, over 8000 containers were missing. Because of this the Yenisey Steamship Company was in debt to the railroad for over 5 million rubles.

The railroad asked that the fine be paid through arbitration, but the suit was rejected. The point is that the RSFSR Ministry of Railroads and Ministry of the River Fleet were obliged to specify in the quarterly plans for transport the agreed volumes of freight handling, with a break-down by month of the count of incoming cars, containers and tons. The two ministries, however, have no such intercoordinated plans, and therefore also no equal-in-number exchange of containers between the Krasnoyarsk river transport workers and railroad workers.

At one time the Yenisey Steamship Company itself had about 50,000 of its own containers. Now they have less than 3000 left. They are mainly sitting around at landings that are not adapted for such operations. All the same, the freight piles up there, in expensive packaging. They don't return the containers. Enterprising people use them as personal storage areas and motorbike garages.

Chief of the Yenisey Steamship Company S. Fomin remarked, in our conversation, that the steamship company, striving to introduce some order, is demanding sizeable sums from the northern freight receivers for retaining the containers. Last year alone they paid over two million rubles.

But here is the strange thing. The railroad loses the containers, entails losses from this, but the steamship company demands fines in its favor. What is more, it has begun to rent out containers that don't belong to it. For example, in 1983, 3,100 of them were rented to Krasnoyarsk enterprises, and over 80,000 rubles was obtained for this. The people's control established the fact that dozens and hundreds of containers a year and more are being used as storage facilities, while the steamship company collects a certain payment for this from the clients. As an example, the URS [administration of workers' supply] Base for Geological Administration paid out almost 11,000 rubles to the river transport workers, and the Rosobuv'torg Base--over 10,000 rubles.

In Siberia one begins to scent the warmth. The transport workers of the two departments are again preparing for the navigational period. It will be a good thing if this time their combined work is not hindered by container squabbling.

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## INTERSECTOR NETWORK DEVELOPMENT

### DONETSK RR, AZOV SHIPPERS HAGGLE OVER CONTAINER POSSESSION

Moscow VODNIY TRANSPORT in Russian 9 May 84 p 2

[Article by V. Zhivotkov, Zhdanov: "Playing for the Same Goal: How the Railroad Workers Borrow Containers From the Seamen and How It Ends Up"]

[Text] This is the tenth year that the Azov seamen and the Donetsk Railroad workers have in no way been able to solve in a clear-cut fashion the problem concerning the use of marine containers.

Up to 1975, relations between the Azov Maritime Steamship Company and the Donetsk Railroad were set up on conditions of equal-in-number exchange of 20-ton international class containers.

In 1975 the Ministry of the Maritime Fleet and the Ministry of Railroads established a summarized accounting of the transfer of containers, not only for the port of Zhdanov and the Zhdanov Port Station, but also for the Novorossiysk sea port. From this point it was as if equal-number exchange didn't exist. In two years the railroad workers of the Donetsk mainline owed over 2000 containers to the Azov seamen.

Then the ports of Kerch' and Termez were hooked in to the summarized accounting. Since the Donetsk Railroad, naturally, has no possibility of directly influencing the interrelations of the Northern Caucasus, Dnepr and Central Asian railroads with the corresponding ports, the exchange deteriorated even further. By the end of 1983 the railroad workers' debt to the Azov Steamship Company was over 4000 containers.

No admonishments, appeals to conscience or references to business cooperation within the framework of the Zhdanov transport center helped. The Azov people were forced to resort to protecting their interests through Gosarbitrazh [State Arbitration Commission]. Even here, however, they did not always succeed in finding support. Here is one instructive example.

On 28 December 1979 the Azov Steamship Company turned to Gosarbitrazh at the Donetsk oblispolkom to bring suit against the railroad for return of the containers and compensation for damages during April. Its representatives, however, dragged out the solution to the problem. Only after the steamship company appealed to the USSR Council of Ministers and the General Procurator of the USSR was a strong push given to the matter. On 30 June 1981 Gosarbitrazh at the USSR

Council of Ministers adopted a resolution obliging the Donetsk Railroad to pay back to the seamen, in a three-month period, a debt amounting to 1554 containers. The problem of compensating for damages was again turned over for the consideration of the oblast division of Gosarbitrazh. Finally, on 5 August 1981, a resolution was adopted, and the railroad administration paid the steamship company 114,500 rubles.

Examination of the claim lasted over two years and was heard ten times in the organs of Gosarbitrazh! I will note, at the same time, that the abovementioned decision of Gosarbitrazh on the return of the 1554 containers also remained unfulfilled.

In July 1981 a new agreement was concluded between the Ministry of the Marine Fleet and the Ministry of Railroads on the procedure for reciprocal use of standard containers during transport of export-import freight. It was established that shipping freight through maritime ports in 20-ton containers was to be carried out under the conditions of equal exchange in transshipment ports in the course of a calendar month, in consideration of the agreed norm for exchange. It was specified that the party permitting an unequal exchange of containers, according to the results of the work during the month, would pay a fine. It would appear that everything was arranged by places, no omissions, nothing out of order!

This document, however, in no way disciplined the directors of the Donetsk Railroad. The debt for containers continued to grow. The fines for which the railroad workers also could not muster up payment grew as well. There is a long and exhausting litigation in process between the two transport departments. But most of all, the interests of the State are suffering!

Let us look at this story from the standpoint of general State interests.

The steamship company pays 2800 rubles for a Soviet-produced container. On the first of March this year the Donetsk Railroad owed the Azov Steamship Company 3058 containers. It is not hard to figure out that the railroad workers are using for their own purposes fixed capital of the steamship company amounting to 8,562,000 rubles!

Let us discuss the matter further. To ensure transport of freight from foreign charterers (GIF), the Azov Steamship Company leases containers from foreign firms for a short period. The expenditures are, on the average, 3.75 non-foreign-exchange rubles per day per container. The steamship company, trying to oblige the foreign charterers, is forced to lease this number of containers, which the Donetsk Railroad owes it, from abroad, and thereby incurs great expenditures--amounting during the year to the sum of 4,185,637 rubles!

Now, about the lost advantage which in no case can be omitted from the accounting. Ordinarily the Azov Steamship Company obtains, from the use of a single container for transporting export-import loads, approximately six rubles of net receipts. I must remind you that this figure is approximate and cannot be counted officially. All the same, by means of it, it can be calculated that

through the fault of the railroad workers who owe the containers, the Azov Steamship Company has lost the opportunity to procure and deliver to the State, from export-import transports in the course of the days, 19,448 rubles of net receipts. And during the year--a little over 7 million rubles!

This is the price of the narrow-minded departmental attitude toward using containers of the Ministry of the Maritime Fleet!

But this isn't all yet. The Donetsk Railroad is turning over to the Zhdanov Maritime Port a large number of defective containers. The port workers have had to set up special units to repair them. Most astonishing of all is the fact that the number of defective containers arriving from the railroad is not diminishing, but increasing.

The third freight rayon (container) of the port is providing this information. From 1 January to 16 December 1983 the rayon accepted from the railroad 1548 containers, and of them 777 were defective (50.2 percent). Some 36,422 rubles were spent in repair. In recent months 63.6 percent defective containers arrived from the railroad.

If the number of defective containers continues to grow even further at such rates, in a year or two the Donetsk Railroad will certainly begin to send to the port only unsuitable containers....

As we can see, the need has long ago become pressing to work out an instrument which would guarantee precise and irreproachable fulfillment by the transport enterprises of their commitments to their related workers.

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## MISCELLANEOUS

### SOVIET FIRM BUILDING TRANSPORT FACILITIES WORLDWIDE

Moscow SOVIET EXPORT in English No 2 (149), Mar-Apr 84 pp 57-59

[Article by D.M. Shpilev, chairman of V/O Technostroyexport: "Technostroyexport: Over 100 Transport Facilities Built or Under Construction"]

[Text]

Building materials factories, large-panel house building works, railways and motorways, bridges, tunnels, ports, hydro-meteorological stations—this is a far from complete list of what V/O Technostroyexport can help to build abroad. One of our main spheres of activity is co-operation with foreign partners in building transport facilities.

The USSR is among the world's leading countries for scale of transport facility construction. In 1981-1982 alone, 1,320 km of railways were built, 1,960 km of railway track were electrified, 1,200,000 m<sup>2</sup> of airfield space

concrete-paved and nearly 3,000 km of hard-surface motor roads laid in the Soviet Union.

Our association has sufficient experience to render expert assistance to foreign clients in building transport facilities abroad. TECHNOSTROYEXPORT carries out planning and designing jobs, supplies complete plant and materials, renders its clients assistance in erecting, adjusting and starting the equipment it delivers, trains clients' personnel and sends its experts abroad to help carry out various projects, including turn-key ones. Contracts are signed with state organisations and with private firms alike.

More than 100 transport facilities are being built in 25 countries of Europe, Asia, Africa and Latin America with V/O TECHNOSTROYEXPORT's assistance.

Helping build railways abroad is high on the list of TECHNOSTROYEXPORT's activities. For instance, railways are being laid at present in Mongolia. The Salkhit-Erdenet route was opened in 1978 to connect the Erdenet ore dressing mill with Mongolia's national railway network. The inter-governmental Soviet-Mongolian agreement on the further development of Mongolia's railway system, signed in 1982, opens up wide prospects for co-operation in railway construction. In 1983-1988 we are to build and reconstruct eight major transport projects such as Ulan-Bator railway junction, a locomotive depot, etc.

In Vietnam, separate sections of the Vinh-Ho-Chi-Minh railway 1,410 km long in all were reconstructed in a short period with the technical assistance of the USSR and other CMEA countries. Opened for traffic in 1976, the railway

links the north of the country with its liberated south. The reconstruction of Hanoi railway junction is under way.

A major Soviet-Bulgarian project—the Ilyichovsk-Varna railway ferry—was completed in 1978. It was built by the two countries' specialised organisations their efforts being co-ordinated by TECHNOSTROYEXPORT (USSR) and Transimpex (Bulgaria). This ferry service can handle up to 4.5 million tons of cargo a year, does away with cargo transshipment in ports and, consequently, makes for better cargo safety. Cargo handling operations in ports have been speeded up 10-fold, and cargo delivery time has been cut from 5-8 days to 24 hours.

In Poland, a 400 km railway was built in 1979 from the Soviet-Polish border to the Katowice iron and steel works. This railway affords a transshipment-free route for Katowice-bound iron ore from the Soviet Union and for the USSR-bound coal, sulphur and ferrous rolled stock from Poland.

An extensive programme of railway reconstruction is being carried out in Cuba. A 700 km stretch of Cuba's 860 km main railway line, Havana-Santiago de Cuba, has been reconstructed. Soviet and Cuban specialists are designing, by joint efforts, locomotive and wagon depots in San-Luis and certain installations at Havana Railway Terminal.

In Syria, V/O TECHNOSTROYEXPORT has helped build the Akkari-Tartus railway linking the Port of Tartus with the country's transport arteries. The 750 km Latakia-Aleppo-Kamyslyk railway connects remote farming areas with Mediterranean ports. The new Mhina-Palmira railway line has provided an

outlet for phosphates. In 1983, the Homs-Damascus railway was opened for regular traffic. New agreements provide for our co-operation with Syrian organisations in building railways totalling 350 km.

A 530 km railway will be built on the High Plateau, Algeria, on turn-key terms. Planning and surveying work is now in progress. The reconstruction of the Beira-Moatise railway in Mozambique will involve a large volume of work.

**TECHNOSTROYEXPORT** also renders its clients assistance in the re-equipment of their railways. Over the past five years, in Bulgaria, automatic gravity yard operations have been centralized at Gomo-Oryakhovitsa and Poduyan stations, and centralised traffic control introduced on the Sofia-Karlovo railway line. In Romania, gravity yard operations have been mechanised at Palas, Kraiowa, Gijiu and Sokola stations. Signalling centralised traffic control and interlocking systems have been installed on the Debrecen-Niregyhasa route (Hungary), and gravity yard operations have been automated at Pyongyang station, the DPRK. In Iran, the Julfa-Tebriz railway has been electrified on turn-key terms.

**Motor roads are also being built abroad with TECHNOSTROYEXPORT's co-operation.** About 1,400 km of motor roads have been laid in Afghanistan, including the 320 km Pooli-Shibergan highway, the 680 km Kushka-Herat-Kandagar road and a road over the Hindukush mountain ridge, with a tunnel at an altitude of 3,000 m. Traditional co-operation with experts from the Yemen Arab Republic in building and reconstructing motor roads is being carried on. At present, Soviet specialists are drawing up a scheme for the reconstruction of the Hodeida-Al Mafrag road.

**Our association renders its foreign partners highly-skilled assistance in bridge building.** The motor-and-railway double-deck Thanglong bridge across the Mekong, Vietnam, is a case in point. This 5.5 km long bridge is Southeast Asia's biggest.

A motor-and-railway bridge across the Amu-Darya river, on the Soviet-Afghan border, has been built within a short period on a par with our Afghan partners. We have built a transshipment centre near the port of Hairaton, Afghanistan, on turn-key terms. The construction of two bridges across the Ngym and Kading rivers in Laos is nearing completion.

Underground railways have a special place in a modern city—they help solve transport difficulties and present no air pollution problems. **V/O TECHNOSTROYEXPORT helps a number of countries build underground railways.** The first underground railway route went into service in Prague, Czechoslovakia, a decade ago to be followed by a second line in 1978. Equipped with Soviet-made modern E-type cars, Prague's underground railway system now totals 20 km. A new form of co-operation has emerged whereby Soviet experts design and decorate Prague underground stations, and Czechoslovak experts—Moscow ones. Underground railways are being built in Sofia (Bulgaria), Warsaw (Poland) and Calcutta (India) with our association's technical assistance.

The Soviet Union supplies its foreign partners with track-laying and road-building machines, diesel locomotives, freight wagons and passenger coaches, tunnelling equipment, excavators, metro cars, gantry cranes, rails and many other items. The USSR's co-operation with foreign countries in the field of transport engineering is gaining in scope.

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END